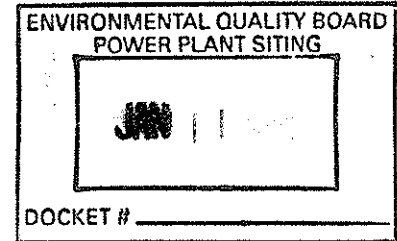


Jerry Rother
3518 West 100th Street
Bloomington, MN 55431
E-mail: JREZST@aol.com

January 7, 2005

Via e-mail to MEQB



Mr. Robert Schroeder, Chairman
MN Environment Quality Board
300 Centennial Building
658 Cedar Street
St. Paul, MN 55155

Re: ALJ Report on Air Lake – Empire 115 kv Transmission Line

Dear Mr. Schroeder,

We offer these comments to the MEQB on the October 11 public hearing on the proposed Air Lake – Empire transmission line routing and the December 13 ALJ report. We feel ALJ Allan Klein did a very good job on both activities. The public hearing was very well conducted with Judge Klein maintaining organization and control of the process.

The September 27 Environmental Assessment and December 13 report indicates there was a lot of public comments, opinions and input offered as well as at the October hearing and written inputs provided thereafter. Judge Klein did a good job to sort out the input, analyze and summarize the facts.

As property owner (Rother Farm at 20649 Chippendale Avenue West) that will be affected the MEQB decision, we endorse the Judge's recommendation to select the Adaptation route (pg 28) for the Vermillion River Substation to Highway 3 transmission line.

We appreciate the work that has been done by the MEQB and Judge Klein on this project. Feel free to contact me if you would like to discuss further.

Respectfully yours,

Jerry Rother
952-893-2255 office
952-994-0453 cell

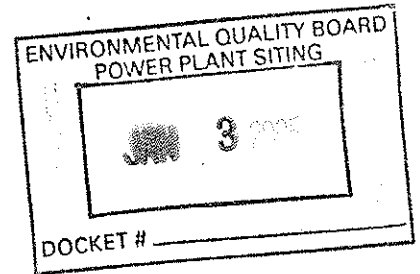
cc: David Birkholz

Jerry Rother
3518 West 100th Street
Bloomington, MN 55431
E-mail: JREZST@aol.com

January 12, 2005

Via e-mail to MEQB

MN Environment Quality Board
300 Centennial Building
658 Cedar Street
St. Paul, MN 55155



Re: Air Lake – Empire 115 kv Transmission Line

Dear Board Members,

We are the owners of the Rother Farm located at 20649 Chippendale Avenue West in Empire Township. Our property would be directly affected by the transmission line route from Akin Road to Highway 3 as originally proposed by GRE. We have participated in all the informational and technical meetings and public hearings conducted by MEQB on the subject. In addition we have made presentations at the meetings, provided written input and submitted written alternative routes with rationale.

We are pleased that MEQB considered our alternative routes and established the Adaptation Alternative. This alternative is a better route, more reasonable and appropriate and helps to minimize the impact of the new transmission line. Also the Adaptation Alternative is acceptable to GRE and maybe more economical.

Attached are the following two exhibits:

Exhibit A Reasons why the MEQB should select the Adaptation Alternative Route.

Exhibit B Reasons why the MEQB should not select the original GRE proposed route.

We strongly endorse Judge Allan Klein's recommendation his December 13 report to select the Adaptation Alternative. Also we thoroughly agree with new findings number 89.1, 89.2, 89.3, 89.4 and 89.5 as stated in the Findings of Fact. We hope the Board sees the merits of the recommendations and approves the Adaptation Alternative route (figure 2) as described by Mr. David Birkholz at the January 11 technical review meeting.

Respectfully yours,

Jerry Rother
952-893-2255 office
952-994-0453 cell

Joint Property Owners: Jerry Rother, Kay Cahill & Larry Rother
cc: David Birkholz – MEQB Staff

**Reasons why the MEQB should select the Adaptation Alternative Route
Akin Road to Highway 3**

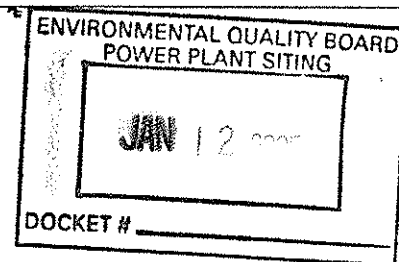
- + Route follows existing corridors, property boundaries and guidelines.
- + Avoids route along Highway 3, right-away issues and the removal of numerous trees.
- + Located on more public accessible property.
- + Reduces the crossing of wetland and the number of crossing of the Vermillion River from 3 to 1.
- + Not a big impact on commercial sites and avoids the shopping center.
- + Eliminates the uncertainties surrounding the “maybe” 208th Street extension. The City of Farmington desires to build the extension someday however cost, funding, design, width, location and other issues have not been determined. A feasibility study has not been completed. It would be difficult to align the power line route with a street that is tentative at the moment. Furthermore the property the City wants to build the street on is outside the City limits.
- + Avoids crossing open farm land and the interference with current agricultural operations.
- + It is a shorter route and should be more economical. GRE analysis of the operating and maintaining cost suggests the cost will be no higher and likely to be lower.
- + Avoids the environmental and social impact on 40 to 50 future residential units on the Rother property plus another 50 homes on the Giles property. This is more total residential units that would be impact then the entire 9.25 mile transmission line.
- + GRE has stated the Adaptation Alternative is a feasible and reasonable route.

**Reasons why the MEQB should not select the original GRE Proposed Route
Akin Road to Highway 3**

- The proposed route for the line would go through two open fields on farm land. The proposed route is 265 feet from the property line and in fields that is currently farmed by a handicap farmer. Poles in the fields would necessitate operating large farm equipment around them thus making it more difficult for the handicap farmer to earn a living. Also it would prevent the future installation of overhead irrigation system.
- The Rother property has been designated for future residential development. MUSA rights for the property was granted in 2004. Development plans have been prepared by engineering firm and Developers. Concept plan and layout drawings have been presented to local government. The transmission line through the property would necessitate reconfiguring the plans, reduction in the number of residential units and additional cost to the property owner.
- Property west of the Rother Farm is owned by Giles Properties, Inc. The proposed route for the line would go through their property in open farm fields.
- There are too many issues related to the uncertainty of 208th Street extension to use it as a guide for the transmission line route. No specific route for the street extension has been developed.
- Better alternative routes are available that we submitted, analyzed by MQEB and GRE and recommended by the ALJ and MQEB Staff.

David Birkholz

From: JOHNBRANDERSON@aol.com
Sent: Wednesday, January 12, 2005 2:16 PM
To: David.Birkholz@state.mn.us
Subject: Great River Energy and Xcel Energy Route Permit



To whom it may concern:

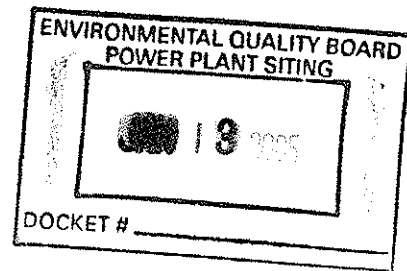
My name is John Anderson and I represent Giles Properties, Inc. We are in a contract to purchase the Murphy property located in the City of Farmington where the original proposed route was to be located. I am writing this letter to the EQB Board in favor of the Administrative Judge's ruling to relocate the line south of the middle school area and along the former railroad right-of-way. I believe that is the best decision and support staff in their findings and conclusions.

By moving the line from our property, which was proposed to bisect the middle of the property, we can now proceed forward with our plans for residential development without having a power line in peoples back yards.

John Anderson, Giles Properties, Inc.

1/12/2005

David Birkholz



January 13TH, 2005

Re: Power line in Farmington

To Whom It May Concern,

Running a power line through Farmington at this point is not only ridiculous and deceit full and also unethical in how this has been handled. The power line people knew that if this was the route chosen this summer that there would have been 3000 people at the meeting protesting this line instead of a few people up at a office in St. Paul on a Monday during working hours. How convenient for the Power company. If this is the chosen site I think it should be investigated by the State on how this has been handled, because without a doubt this has been handled dishonestly. This area of Farmington has gone through the redevelopment stage and we all know how much it has cost everybody and the hardship endured by the citizens.

This has nothing to do with efficiency at all, and I feel insulted that you believe that I am that naive to believe so. This is nothing more than the cheapest route for the Power Company. Every group that I have talked to and all the groups I listened to at the meetings agree that County Road 66 is the best route, so this is the route that should be taken.

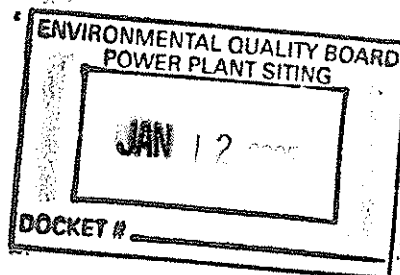
On a personal side of this I own the Landscape Depot and several other properties around it including the Railroad and the rights that go with it. We will need all the square footage for railcars and storage. I feel that it will increase the revenue by 1000% in the coming years. I also own a trucking company and know the exact cost and what the cost would be in the future for trucking product in. This route would completely devastate my business and my future plans for business.

I hope you do the right thing and put the line on County Road 66 were we all agree it should go.

Sincerely,

Colin Garvey

Minnesota Environmental Quality Board
Room 300
658 Cedar St.
St. Paul Mn. 55155



Re.Rt.Permitt for power line Farmington, Empire.

Att. David E. Birkholz

January 12 2005

We have no concerns with the power line using Co. 66 or 210 and Co.66
I don't Understand the reason that Co. Rd. 66 can't be used all the way.
When driving out and around our State I see Power lines by major Co.RD or
State Rds. People that buy homes or land know that there are power lines
there and other utilities which are along our major roads.

Citizens group 210 No.4 proposals for putting power lines threw Colin
Garvey and the Les Ferris farm which is 320 acres is a very HUGE problem.
As the entire 320 is fully irrigated with under ground water main and a center
pivot system that does 160 acres in a circle which moves and will due the
complete farm.

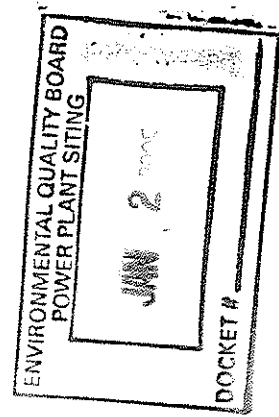
In the JUDGES report item 100 page 27 there is a problem . I said I have
no problem with the line running along CO.66. Somehow there is a
misunderstanding the lines can't be on or cross our farm because of irrigation
system. I don't believe I said anything about it being ok to bring the line ½
milc in on our farm.It is not ok!! It is not ok!!

Thank you PH. 507-663-0055 home
612-695-6114 cell
507-645-0703 fax
Les Ferris
Les Ferris

1/12/05 9:56 PM

Air Lake - Empire Transmission Line Proposal Routing Issues on Eastern 210th Street

January 12, 2005



Cost estimates for various routes need more accuracy

ALJ finding 81 on pages 21-22 includes Comparison of Costs and Existing Development. Costing is listed as a disadvantage of several proposed alternative routes. At the Oct 11 hearing, GRE could not explain the basis for the cost numbers and admitted that they were based on "estimates." Due to inaccuracies in estimates, Jerry Rother showed that they cannot be used for serious evaluations. Yet, the ALJ included the questionable numbers in his report, rather than demanding better estimates. Certainly, solid numbers are necessary if important decisions are to be based on them.

GRE is saying that they will pay Dakota Electric to bury the distribution lines (local power) so that GRE can keep a pole span of 350 to 400 feet. What are the costs compared to including the distribution lines and having a pole span of 250 feet ?

Land acquisition figures were not included. The attached worksheet has more detailed numbers.

Important route facts ignored

ALJ left out the livelihood of the Gossmans in finding 51 on page 16. The Gossmans testified that they have a conditional use permit for Skyview Kennels, renewed annually. This permit can be revoked by a noise complaint. A transmission line on either side of 210th Street near the kennel causes a tremendous loss of trees and bushes, taking away most of the noise barrier. Gossmans testified that without the Skyview Kennels income, they would be forced out of their home in 3 months.

Also omitted was the necessity of trees as a dust barrier for Marla Vagt's asthmatic daughter.

Route Evaluation Issues

If we apply both Minn. Statutes and Rule to the GRE proposed route, the citizens believe that it should negatively be judged on the following Rules paragraphs:

- (a) due to noise and tree loss.
- (b) due to dust because of tree loss.
- (c) due to Skyview Kennels business jeopardy.
- (e) due to DNR designated wetlands on 210th St.
- (j) due to smallest existing easement along roadway.
- (l) due to potential for higher maintenance costs on a secondary dirt road (plowing & access)

The ALJ's finding 96. on page 26 calls out an October 28, 2004 letter from Lynn Moratzka, Manager, Office of Planning (Dakota County), stating a concern about County 66 due to the potential for future road improvements. County 66 was improved last

summer and has a 12' lane and 10' paved shoulder. This is the largest called out by Minnesota Rule 8820.9920, which asks for 12' lane, 8' shoulder, and 2' bike path (when included). Ms Moratzka told citizen Jennifer Baker that this road will remain 2 lanes, but the radius of curves could possibly need straightening. A little foresight and cooperation with Dakota County (or a little measuring) would determine if any impacts would be encountered later, and could be compensated for now.

Landowner vs. House Counts

ALJ finding 52 on page 16, footnote 1: "Throughout the Report, the ALJ has rejected that proposal [landowners who had not yet developed their land]. Instead, he has attempted to count on actual, already existing homes and businesses." Yet he looks beyond existing development with "this route could significantly interfere with future development" [finding 94, page 25] on a different alternative, and "there are only four residences along Ahern, with a fifth under construction" [finding 98, page 27] mistaking a pole barn for a residence.

Since the permitting process began, affected landowners (who were not counted) are changing into home owners. House count numbers do not include Ferris Estates owner Danielson who has completed plans and stakes in the ground, which are being modified to try to put them further than 75 feet from the transmission line. Further down 210th Street, Kirchner has his home now 3/4 framed.

Whether house counts are based on driveway count or 400' setback (rural), neither method includes the Armstrongs, who would lose the greatest number of trees along 210th Street.

The citizens used both 100/400' and driveway count to check house counts on GRE Proposed Route and Alternative Routes. Using recent Dakota County Site Maps and a measuring wheel, errors were as high as 25%. Citizens feel that the GRE proposed route should include at least 4 more houses. The final numbers used simply include any residential property which will be built by 6/2005 and GRE will need to negotiate with.

ALJ's finding 98, page 27 lists the Ahern bypass as decreasing the house count by 2. Using the same criteria put forth in the previous sentence, the house count on Ahern bypass decreases by 8.

Double standard

Citizen's Alternative #3 is criticized for following the edge of a river/wetland area, which has the same length as the wetland on 210th St. proposed route, according to the 2001 DNR maps.

Abbreviated Permitting Process under 10 miles

ALJ finding 97 on page 26 states that the second modification of Alternative #3 "would also increase the total route length beyond 10 miles . . . jeopardizing the reliability of electric service to the area."

Yet in the middle of the 1st paragraph on page 31 states "The Administrative Law Judge does not believe that the applicants have made a sufficient showing of threatened

unreliability such that the Board must pick a route less than 10 miles in length."

Contact information:

David Baker

651-460-2778 (home)

651-261-1570 (cell)

Bryan Voight

651-463-2163 (home)

651-214-8182 (cell)

Air Lake - Empire Transmission Line Proposal

Routing Issues on East 210th Street (Ahern to Substation)

January 12, 2005

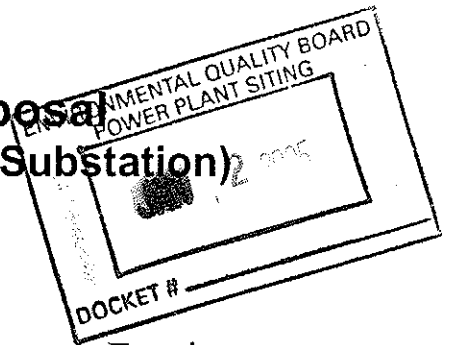


Table of route differences and estimated costs from Ahern to Empire Substation

	210 th Street East	Alternative #4 north
Minn. Rules which apply	(a), (b), (c), (e), (j), (l)	(c), (e), (j), (l)
House Counts	21	2
Total cost for segment	\$ 1.86M	\$ 1.33M

Below are the cost calculations. A very quick review by GRE yielded the opinion that these numbers sounded reasonable.

Cost of line		
Single poles	\$360,000	\$468,000
Double poles	\$0	\$150,000
Laminate poles	\$240,000	\$0
Steel poles	\$150,000	\$450,000
Cost to bury the distribution line	\$280,000 9554 linear ft.	\$ 47,000 2042 linear ft.
Cost for easements	\$ 68,000 agriculture \$284,000 residential	\$180,000 agriculture \$ 7,000 residential
Length of easements	4200 linear ft. agri 4424 linear ft. res	11,176 linear ft. agri 412 linear ft. res
Cost of residential property value loss	\$473,000	\$ 32,000

(over for assumptions)

Assumptions:

- Poles are 375 feet apart.
- Laminate poles are needed to cross over to the other side of the street.
- Single pole and lines = \$18,000.
- Double pole and lines = \$28,000.
- Laminate pole and lines = \$30,000.
- Steel pole and lines = \$75,000.
- Distribution line costs \$8/ft for cable, \$15/ft for trenching, and 12 transformers at \$5,000 each (for full length).
- House counts derived from residential property owners who would be compensated.
- 9 houses would be on the side of the street with the line, 9% property value loss. (This is average of 10% loss given by an actual appraisal for one 210th Street property, and 8% given in a Wisconsin study.)
- 12 houses would be on the opposite side of the street, 4.5% property value loss.
- Easement is 70 ft and 43,560 sq ft to an acre.
- Average house and land is worth \$350,000. Most homes on east 210th Street are valued at \$325,000-\$425,000.
- Agricultural land will fetch \$10,000 per acre easement.
- Residential land will fetch \$40,000 per acre easement.

Contact:

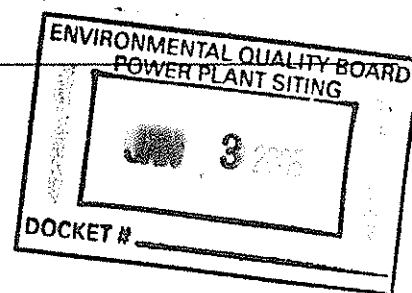
David Baker

651-460-2778 (home)

651-261-1570 (cell)

David Birkholz

From: Dakota Transmission [daktrans@frontiernet.net]
Sent: Thursday, January 13, 2005 1:02 PM
To: David.Birkholz@state.mn.us
Subject: Air lake/Empire Transmission line



Dear Mr. Birkholz,

My name is Derek Danielson, I am the owner of the property; lot 1 of Ferris Estates. The first comment I would like to make is that I am strongly against the proposed 210th St route as stated, because I still feel that I have been excluded from all assessments for what ever reasons that seem to not be answered. I feel that it is very unfair to all people, NOT TO INCLUDE all people. Which brings me to a question; what is the mission statement of the EQB? Is it not the job of the EQB to look out for the environmental issues of the state? If so I strongly feel that this has not been done in this case. I feel that the Ahern Bypass alternative has not been looked at hard enough and that the numbers of affected people have not been accurately determined. It also seems as though citizens are NOT heard, every meeting I've been to which was late in the game due to LACK OF NOTIFICATION, I walk away feeling that whatever I said or wrote did not matter. Therefore I wonder, why do we have an EQB, to me if the proper logical job was being done, this transmission line would be running down at least a portion of HWY 66 to avoid the problem areas of 210th St. The next thing I want to discuss is land acquisition costs. These costs have not been talked about and if this number was figured in, the actual cost of highway 66 wouldn't cost as much as stated because of the easements already in place of 60-65 ft which is adequate room for this transmission line.

The next topic of concern to me is the meeting held 01/11/2005. Listening, if you did, to all the people that had something to say, nobody really opposed any route down Hwy 66, most of the opposition was against 210th St. Why is this, maybe because Hwy 66 makes the most sense. But it seems as though elected officials and politicians don't have common sense. All that seems to be cared about is money and cost. I guarantee you that if you were me and this line was going to run in your front yard you wouldn't be so happy either and would be fighting this issue as we are. Lets face the facts; 210th St is too small, it's a gravel road, and between Ahern and Blaine avenues contains the most people and the most opposition. At the 01/11/2005 meeting there was not any resident that spoke up strongly against Hwy 66 from Ahern to Blaine avenues other than Ferris stating that he didn't want the line running through is sod fields. But note that Ferris was in favor of the line running down Hwy 66 in the EXISTING easement.

I will close with one question left, how can you sleep at night knowing that the 210th St route makes the LEAST sense, opposition is not over, people will appeal a 210th St decision and probably seek legal assistance to do so. If this line goes down 210th St it will be approximately 70-80 feet from the edge of our new home to be built this spring.)

My last request would be that all EQB staff & board members read this letter.

1/13/2005

MOSS & BARNETT

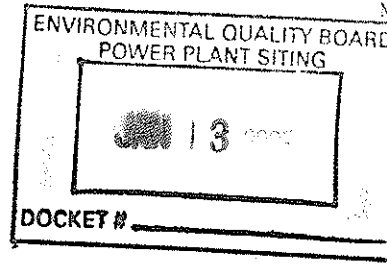
A Professional Association

MICHAEL J. BRADLEY
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BradleyM@moss-barnett.com

4800 Wells Fargo Center
90 South Seventh Street
Minneapolis, MN 55402-4129
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January 13, 2005

Mr. David E. Birkholz
Environmental Quality Board
658 Cedar Street
St. Paul, MN 55155



Re: Great River Energy/Xcel Energy
EQB Docket No. 04-81-TR-Air Lake Empire

Dear Mr. Birkholz:

The purpose of this letter is to request three minor changes to the Draft Route Permit in the above-entitled docket, and to provide some information addressing a concern raised during the Technical Representatives meeting on 1/11/05, on the ability of a high voltage transmission line to be within a railroad right-of-way.

1. GRE requests that Section IV. B. 4. be amended to read:

Vegetation Removal. The Permittee shall minimize the number of trees to be removed in selecting the right-of-way. As part of construction, low growing brush or tree species are allowable at the outer limits of the easement area. Taller tree species that endanger the safe and reliable operation of the transmission facility need to be removed. To the extent practical, low growing vegetation that will not pose a threat to the transmission facility or impede construction should remain in the easement area.

The concern is that the direction to minimize the number of trees removed does not reflect the need, as specified in the Application, Section 11.3, second paragraph, last three sentences, to remove those trees that could interfere with the line.

2. GRE requests that Section IV. I. 2. A. be amended to read:

From Akin Road through the river crossing, GRE must locate the centerline of its right-of-way within 20 feet of the south property line of the school district. The route proceeds directly east after the last buildings along the property line, where the line crosses the Vermillion River on a route roughly on a line with Pine Street. GRE will be required to reroute the single-phase distribution line, which exists to the south, along the new corridor, leaving only one utility river crossing.

This change is needed to clarify that the rerouting directive is associated with Xcel Energy's single-phase distribution line and not Xcel Energy's three-phase distribution line that is near the area. Rerouting Xcel Energy's three-phase lines would be expensive and those lines are unrelated to this project.

3. Amend Section IV. I. 3. C. be amended to read as follows:

Place the line on the south side of 210th Street directly across from the John Gossman residence in a way to best preserve existing trees on both the north and south side of the street. Should the Gossmans and GRE come to an agreement to cross the Gossman residence on the north side of 210th Street, GRE may select that route segment upon notification of the EQB.

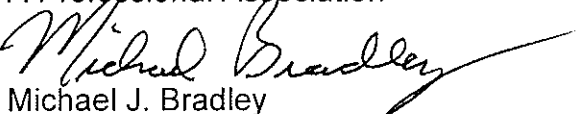
This change is requested in order to give GRE the opportunity to explore with the Gossmans other ways of reducing noise that may be more effective than moving the line to the south side of 210th Street.

4. High voltage transmission lines in railroad rights-of-way.

During the technical representatives meeting on 1/11/05, it was suggested that nothing could be located within 50 feet of a railway line and, therefore, siting the line in the no longer used railway right-of-way would interfere with the ability to later reactivate the private spur. In fact, based on the Rural Utilities Service (RUS) and National Electric Safety Code (NESC) horizontal clearance recommendations, the face of the power pole can not be closer than 12 feet to the nearest track rail (NESC Rule 231C). In addition to this recommendation, vertical clearance above the track rail to the energized conductor must be maintained at a distance not less than 30.6 feet (NESC Rules 232, 234I) and (RUS Table 4-1). GRE would recommend a minimum horizontal clearance to the track rail of 15 feet and a minimum vertical clearance of 30.6 feet.

Very truly yours,

MOSS & BARNETT
A Professional Association


Michael J. Bradley
On Behalf of Great River Energy

cc: Lisa Agrimonti; Dale Aukee

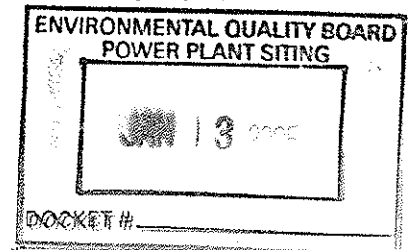
MJB/mjb
742212v1



City of Farmington
325 Oak Street, Farmington, MN 55024
(651) 463-7111 Fax (651) 463-2591
www.ci.farmington.mn.us

January 13, 2005

Mr. David Birkholz
Minnesota Environmental Quality Board
300 Centennial Building
658 Cedar Street
St. Paul MN 55155



RE: Farmington/Empire Township Transmission Line & Substation
EQB Docket No. 04-81-TR-Air Lake-Empire

Dear Mr. Birkholz:

This letter will briefly reiterate and summarize comments that I made during the "tech reps" meeting that was held in St. Paul on Tuesday, January 11, 2005.

As you know, the Farmington City Council has, on several occasions, formally indicated its unanimous support for the power line route (the portion thereof between State Highway 3 and Akin Road) that was originally proposed by Great River Energy. This route would go through the currently-undeveloped Rother and Giles Development parcels. No existing homes or other structures would be adversely affected by this portion of the proposed route. The eastern half of this portion of the route would be placed within or immediately adjacent to the right-of-way for the planned extension of 208th Street from its current terminus (near the Farmington Middle Schools) to the intersection of County Road 66 (Vermillion River Trail) and State Highway 3. The western half of this portion of the route could be positioned so as to not adversely affect the future residential development that is expected to occur nearby.

The Farmington City Council has also unanimously indicated its strong opposition to the "Adaptation Alternative" that was described in Judge Klein's *Report and Recommendation*, and the slightly modified version of the Adaptation Alternative that has been recommended by the EQB staff. This route would adversely affect a significant number of existing homes and businesses.

I have attached copies of some of the maps that I distributed at Tuesday's meeting. They include the following:

1. A map captioned "Xcel Energy/GRE Power Line Alternatives," which depicts (in yellow) the route that the Farmington City Council supports and the route (in red) that was recommended by the Administrative Law Judge. The EQB staff recommendation differs slightly from the red line, but not in a way that addresses the concerns that City property owners have expressed regarding the portion of the power line route that runs between the railroad tracks and State Highway 3.
2. A map captioned "Figure 1 – Preferred System Plan," which is an excerpt from the recently completed *Dakota County East-West Corridor Study*. The blue line ("D") on the map is one of four major east-west corridors identified by Dakota County and the affected cities. This corridor includes the future extension of 208th Street that was referred to in the second paragraph of this letter.

3. The **2020 Thoroughfare Plan** from the City of Farmington's *2020 Comprehensive Plan*, which also identifies the future extension of 208th Street (from the Farmington Middle Schools to State Highway 3) referred to above.
4. A map captioned "**Proposed 208th Street Alignment**," which provides more specifics regarding the planned 208th Street Extension through the Rother and Giles Development properties. A version of this map will appear in the *208th Street Extension Feasibility Report* that the Farmington City Engineer is currently preparing at the request of the City Council and the owners of the Rother property. This *Report* will be completed during February of 2005, and the results of the *Report* would be available to GRE engineers at that time in connection with the finalization of a power line route along the 208th Street alignment.

As you know, at Tuesday's meeting I offered several comments on the "new" Findings of Fact (Nos. 89.1, 89.2, 89.3, 89.4, and 89.5) that the EQB staff has recommended for inclusion with the proposed Route Permit. I saw these new Findings for the first time on Tuesday, and the timing of this process has precluded me from have any "alternate" findings of my own ready by the deadline for the packet for the January 20 EQB meeting. However, I currently expect to have them available at the January 20 meeting, and it is my hope that you would allow me to distribute them at that time. Please let me know if that will not be possible.

If you have any question, please call me at 651-463-1860. Thank you.

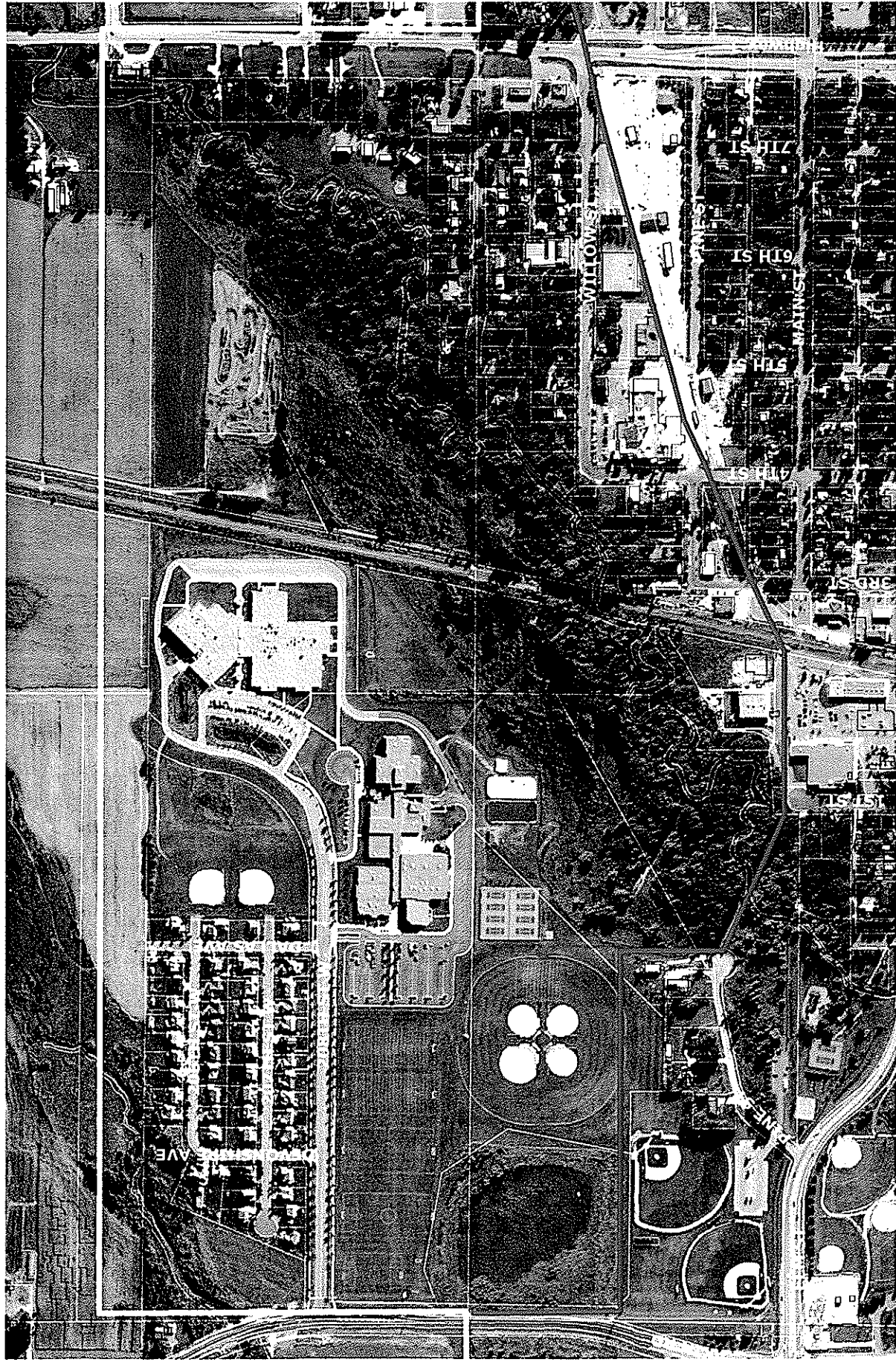
Sincerely,

A handwritten signature in black ink, appearing to read "Kevin Carroll". The signature is fluid and cursive, with the first name "Kevin" and last name "Carroll" clearly distinguishable.

Kevin Carroll
Community Development Director

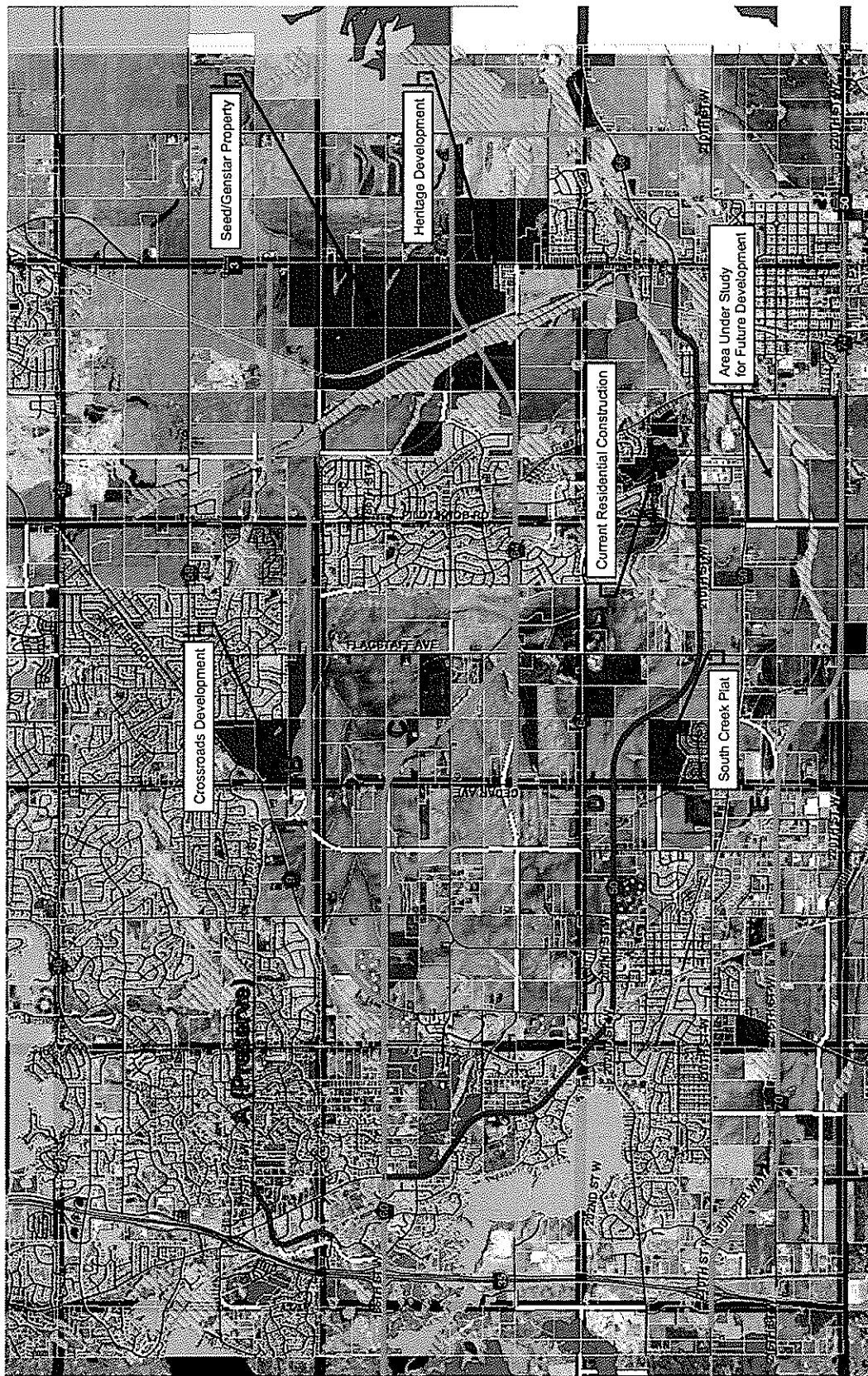
cc: City Administrator David Urbia
Farmington City Council

Xcel Energy / GRE Power Line Alternatives



Administrative Law Judge Recommendation

Initial Xcel/GRE Proposal



Legend

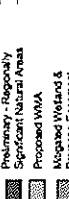
- Road Centerlines
- City 2020 Transportation Plan
- Road Connections



- Parcel Boundaries
- Met Council - Aerial
- Southern Colonies



- Recent Pits
- University of Minnesota Property
- Preliminary Regional Significant Natural Areas
- Proposed WMA
- Merged Wetland & Drainage Easement



- Planimetric Features
- National Wetlands Inventory
- Creek
- Intermittent
- Ditch
- Open Water
- Wetland

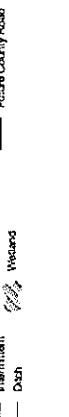
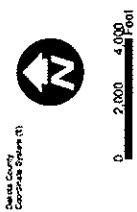


Figure 1 Preferred System Plan As Of APRIL, 2003

Dakota County East West Corridor Study

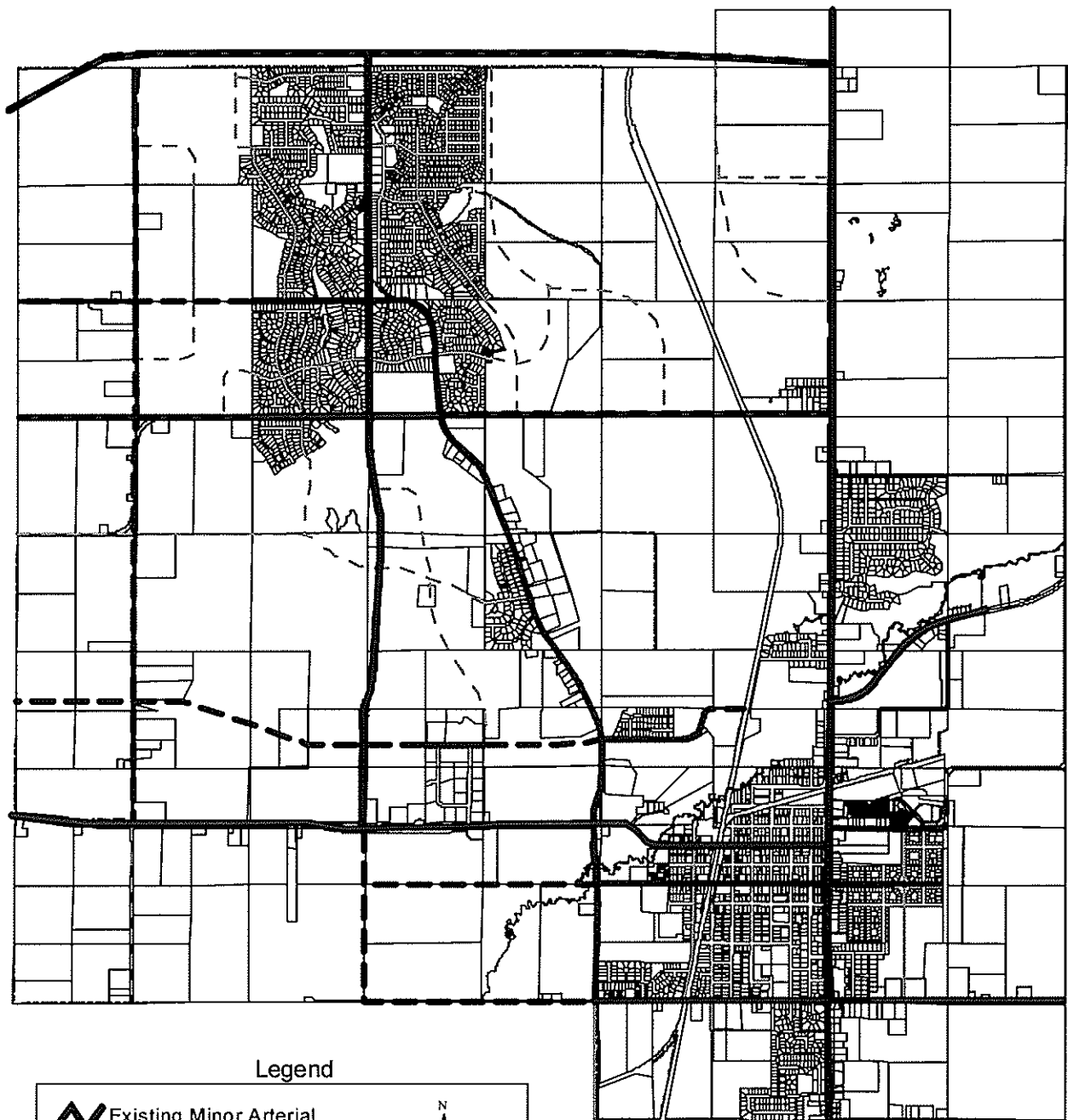


Source: Dakota County, MNDNR, UofM, and SEH.










2020 Thoroughfare Plan

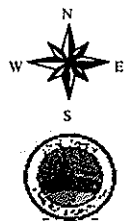
City of Farmington

Map
9.1



Legend

-  Existing Minor Arterial
-  Future Minor Arterial
-  Existing Collector
-  Future Collector
-  Existing Minor Collector
-  Future Minor Collector
-  Future Roadway
-  City Boundary
-  City Parcel Map

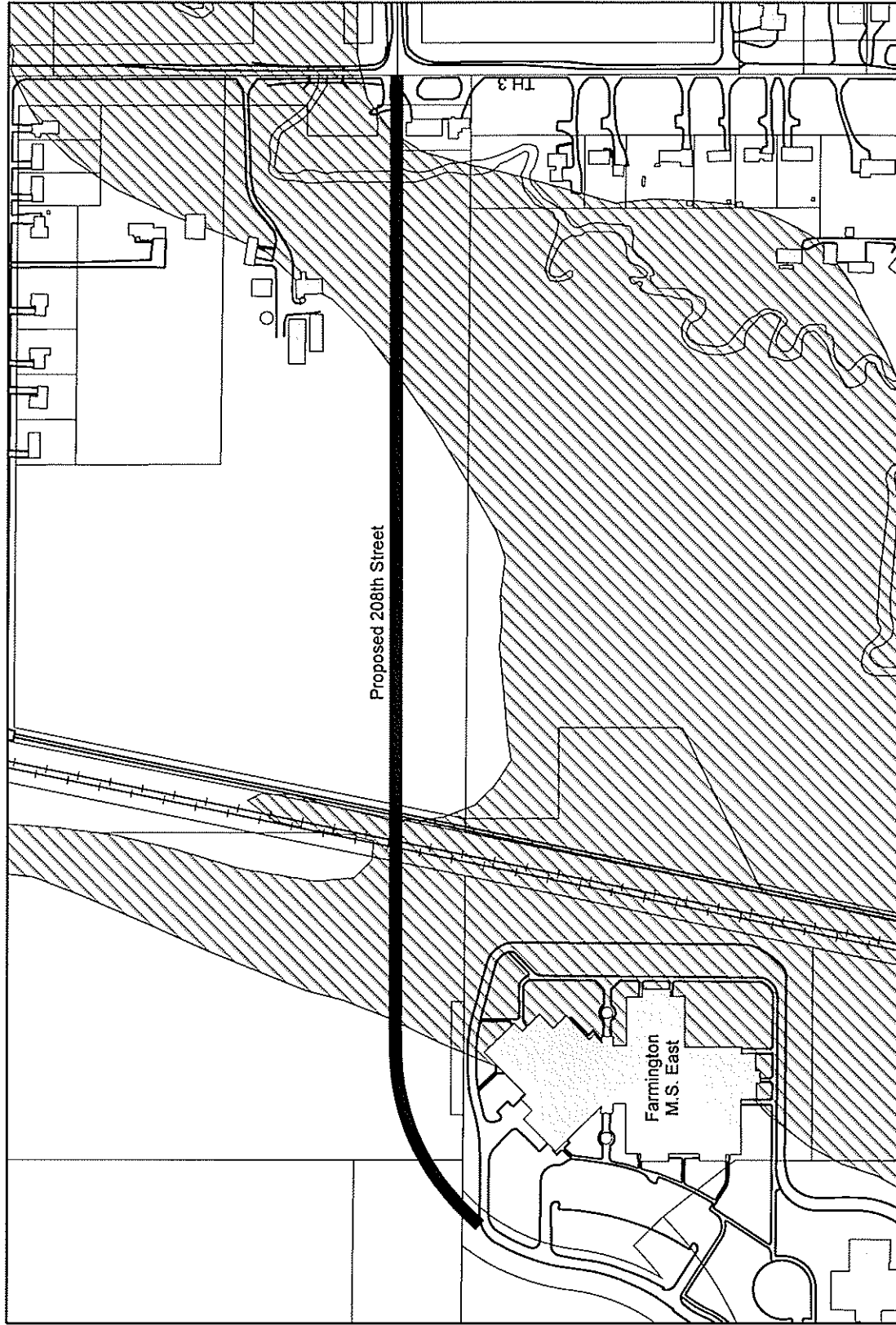


NOTE: THIS MAP IS FOR PLANNING
PURPOSES ONLY AND SHOULD NOT
BE USED FOR EXACT MEASUREMENTS

Scale



Proposed 208th Street Alignment



/// Floodplain



0 150 300 600 Feet